INTERBOROUGH WILL PAY UP

THAT 1 PER CENT. FOR SINKING FUND FROM OCT. 30 LAST.

Mr. Belmont Declares That I Did Not

Earn's Per Cent. Clear the Year Before

on Account of the Strike, but the Comptroller Can't Understand Those Figures. The Interborough company will pay the city that 1 per cent. for the creation of a sinking fund for the retirement of the corporate stock issued for the construction of the subway and the payments will date

back to the beginning of the company's current fiscal year on October 30, 1905. In a statement he made yesterday August Belmont, president of the company, in timated that the 1 per cent, would not be paid for last year because, what with the strike and other expenses incidental to starting the operation of the road, the company did not earn 5 per cent. profit on its outlay. The contract provides that the company shall not be required to contribute to the sinking fund within the first ten years unless the profits of the company reach 5 per cent. Mr. Belmont admitted yesterday that the company is now earning more than 5 per cent. This is what he

It is a waste of time to discuss the point raised by the Finance Department. easiest way to arrive at a clear understanding of doubtful phases of the contract is to leave grades, and \$3.15@\$3.50 for prime seventy-two them to the courts. We did not draw the con-tract. Some of its features are vague. We took the contract as we found it. An intelligent reading of it makes it clear that the per cent payment to the sinking fund was not to be paid by the tenant until his profits reached 5 per cent

I notice some suggestions with reference to water in the Interborough. There isn't a dollar of water in it. Moreover, the 1 per cent. controversy cannot arise next year. as the net earnings of the subway are better than 5 per cent, at this time and are improving all the time. The first year of operation included many extraordinary expenditures We had a strike which cut down our traffic and involved extra disbursements. None of these things are interfering with the opera-

The sinking fund payment will be paid on the earnings this current year, and would have been paid for the last year if the earnings had warranted it. The Comptroller, under the terms of the contract, always has access to the books of the company, and there is nothing in our bookkeeping that we wish to

Earlier in the day George Wickersham, counsel for Mr. Belmont, issued a statement which indicated that the Interborough which indicated that the interportugal company would fight any effort on the part of the city to collect the sinking fund 1 per cent. payment. Part of Mr. Wickersham's statement read:

The unreasonableness of the position assumed by the city through the Finance Department may be best understood by assuming that, after payment of expenses operation in any year, the balance remaining out of the revenues derived from operation of the road amounted to just enough to pay to the city the fixed rental equal to interest on bonds issued by the city to provide for the construction of the road. the Comptroller's theory, notwithstanding that fact, the operating company would be obliged to pay an additional 1 per cent, even though that deprived it of all profit on the capital which it had invested, and obliged it to raise the additional I per cent. or say \$400,000, from other sources. A mere statement of this proposition is sufficient to demonstrate its absurdity. When the take the construction and operation of the subway, stipulated that the 1 per cent. sinking fund payment should not be made until the contractor had earned 5 per cent. profit on his eapital in any year, this stipulation meant to confer a penefit upon the con-tractor.

But as Mr. Belmont's statement was made some hours after that of Mr. Wickersham, it is to be presumed that the company will not enter into litigation with the city if it is excused from paying for the first year. Comptroller Metz. however, is determined to collect the first year's payment, because he believes that the company has paid more than 5 per cent. from the time trains began to run. He bases his belief on the report made to the State Railpelief on the report made to the State Railpelie belief on the report made to the State Rail-road Commission by the company of its operation for the first eight months—from October 27, 1904, when the subway was operation for the first eight months—from october 27, 1904, when the subway was opened, to June 30, 1905. In that report it is stated that the net income of the company for the eight months amounted to \$1,330,528, allowing for the payment of dividends of 6½ per cent. Mr. Belmont's recent letter to Mr. Metz stated that the electrical engineering corporations which between the months of the company for the tween them bought 115,000,000 pounds of copper them them bought 115,000,000 pounds of copper them bought 115,000,000 poun net income of the company for the twelve months between October 27, 1904, and Oc-tober 30, 1905, was \$1,314,080, or, in other words, about \$16,000 less than the report to the State board showed had been made in eight months.

Mr. Metz will have an inspection made

Mr. Metz will have an inspection made of the company's books and accounts. The contract provides for this, and also provides that if the company defaults on any of its payments, or does not live up to the terms of its agreement, the city can cancel the lease, and either operate the road itself or make a contract with another operator. The agreement also permits the city to seize the equipment and plant by paying for them on an appraised valuation.

At Mr. Belmont's office yesterday it was stated that the seeming variances between

At Mr. Belmonts once yesterday it was stated that the seeming variances between the seports to the State board and the Comptroller would be explained at the proper time, but that the matter was not one which could be dealt with offnand.

CUT IN THE PRICE OF SALT. Strife Among the Producing Companies Brings the Rate Down.

Householders may soon get cheaper salt as a result of a 10 per cent. reduction in the prices declared yesterday by the wholesale for prime grade copper remain unchanged. grocers. This reveals a price cutting con- Lake for July and August is 18%@18%c.; flict which recently broke out among the producing companies.

producing companies.
The manufacturer's price has dropped in
the last two weeks from \$1.48 for a 320
pound barrel of dairy salt to \$1.18, and
other grades of the saline commodity have
fallen proportionately.
The Ohio Salt Company, 17 Hudson street,

made the first movement by entering the New York market, from which it had before kept aloof, in accordance with an agreement among the companies apportioning the ter-ritory of each. Each side has been slashing prices since, the last new and reduced sched-

Court Calendars This Day.

Supreme Court—Appellate Division.—Receas. Supreme Court—Special Term—Part I.—Motion calendar called at 10:30 A. M. Part II.—Ex parte matters. Part III.—Clear. Motions. Preferred causes—Nos. 46:13. 47:19. 45:11. General calendar—Nos. 28:33. 20:41, 327-30, 3389, 337-4, 415-4, 4309, 4423, 4507, 4603. Part IV.—Recess. Part V.—Clear. Cases from Part III. Part VI.—Clear. Cases from Part III. No clevated railroad cases. Trial Term.—Part III.—No day calendar. Part VII.—Case unfinished. Cases from Part VII.—Part VIII.—Case unfinished. Cases from Part VIII. Part IX.—Clear. Cases from Part X.—Part X.—Clear. Inquests—Nos. 4445, 1592, 2499. Day calendar.—Nos. 5097, 3261, 2209, 6401, 4524, 4530, 4570, 934, 4251, 4272, 4436, 4484, 4557, 4173, 2831, 329, 329, 3308, 2276, 2046, 375, 2464, 4886, 2461, 3373, 4274, 4249, 4258, 4257, 4270, 4273, 4277, 4244, 4257, 4258, 4258, 4257, 4270, 4273, 4277, 4244, 4278, 4288, 4289. Part XII.—Clear. Cases from Part X. Part XIII.—Case unfinished. Cases from Part X. Part XIII.—Clear Cases from Pa The Independent Salt Company is the name of the selling agency which acts for the allied companies, including the International Salt Company. An authority in trade said the New York district buys 10,000 cayloads of salt in a year at prices a year give carloads of salt in a year at prices averaging about \$200 a car. The Ohio Salt Company's output is 2,000 barrels a day.

SUB-TREASURY STATEMENT.

Paid by Sub-Treasury to banks...... \$4.194.000
Paid by banks to Sub-Treasury...... 6.012,000 Loss to banks on day's transactions \$1.518.000 BINCE FRIDAT LAST.
Paid by Sub-Treasury to banks......
Paid by banks to Sub-Treasury......

Atchison Earnings Good.

The March statement of the Atchison, Topeka and Santa Fé'shows gross earnings of \$6,696,958, against \$5,960,924 in March 1905, an increase of \$736,034. Net earnings were \$2,404,160, against \$2,015.916, an increase of \$388.144, and the surplus was \$2,221,591, against \$1.883.627, an increase of \$388.264. Gross earnings for nine months ended March 31 were \$58,322.202, against \$30,653.058 for the corresponding nine months in 1904-5. Expenses for the same period were \$38,150,163 against \$33,381,181, and net carnings \$22,12,129 against \$13,381,181, and net earnings \$22,172,129, against \$17,

IRON AND STEEL.

few furnace operators can undertake to perform. There is a particularly good demand

for low phosphorous iron for deliverfes running

through the second half of the year. A strong

and widespread demand for Southern basic has

developed for deliveries between June and

A few large consumers of iron who are im-

portant shareholders in fron making interests give forth the opinion that a nearby advance

in iron quotations is more than probable.

These interests are disinclined to book for

Three Eastern steel makers report a firmer

situation among offerers of standard Besse-

mer, which is held at \$17.50. Proffers of \$17.25

market in activity in all sorts of pig iron. Chicago and St. Louis are about worked

down to the bottom for most sorts of cast,

malleable and wrought fron goods because

of the large volume of spring trade. In the

Western States stove and range and low

are confronted by conditions that make

for a heavier trade than during the booming months of last year. The coke markets are

hour foundry sorts. Deliveries for tidewater

account are coming forward slowly under the old state of inadequate car service. Upper

Lake ores remained unchanged at \$4.25, free

Bessemer and \$3.70 for Old Range non-Bessemer. The available tonnage for the Lake

ore trade is largely in excess of conditions a

year ago, and the facilities for shipping from mines to forwarding docks are improved by

For steel and semi-manufactured steel the domestic markets are active with demands in

most cases well up to the capacities of works to the end of the year. Much of the new

business is conditioned for delivery from three to six months forward and in a number of im-

portant instances the goods will be shipped early in 1907. Steel billets continue in increas-

ing demand with the conditions of premiums

above the official prices to many consumers.

The statement that prices will not go higher

for standard rails during this year was long

ago discounted by railroad men. Mills were

some time ago practically put under con-

rails for steam roads in this country con-

go to their credit in 1906. A Pennsylvania rail mill that has run uninterrupedly from

the opening of the year lately made 3,678 tons of standard rails in twenty-four hours.

which is believed to be the top-notch record.

Most of the foreign rail mills are obliged to change from one pattern to another, making

as many as a score of different patterns, so that the frequent changes make it impossible for them to turn out rails at as low cost as the

American mills that operate months in and

out on the same pattern.

A notable increase in the steel working lines

during this year is the largely increased markets for steel hoops by the cooperage

rels. In the chemical and paint making in-

whelmed with orders for power transmission

tween them bought 115,000,000 pounds of copper

last year have already bought during this year 133,000,000 pounds. One of these concerns

which last year booked a daily average of

624 orders that required copper in good part has from the fore part of March made the daily

average of 687 orders, of which a large part is for export trade in urgent need of appar-

atus in which copper is a main factor. For the electrification of foreign and domestic

railways electrication or foreign and domesto railways electrical engineers say that more business is offering than can be taken care of under the time deliveries proposed. In Europe and in this country electric traction

has practically put steam road operators into a position where they must electrify or see

themselves put to a decided disadvantage

by the inroads from corporations established to operate competing electric railroads.

Very important electric power transmission undertakings are about being put into prac-

ticable form for placing of contracts that will utilize water power from New England and

New Jersey and Pennsylvania rivers for generating electric power in enormous quan-

tities for railroads and mills. These and sim-

ilar operations under way by men of large

affairs and unlimited capital give remarkable

strength to the world's copper markets. Prices

electrolytic, July till September shipments,

18%@18%c.: casting grades, for thirty days delivery, are 18%@18%c. Two producers hold

prime casting copper at 18%c. Spot copper, n carload lots of Lake, is quoted at 19%c. For

in carload loss of Lake, is quoted at 18/5c. For 50,000 pounds of electrolytic copper, spot—which in this case meant delivery in two weeks—a local consumer paid in vesterday's market 20c. For standard copper, warrants London quotes spot £85 5s.: forwards, £83 5s.: Pig tin is 30,70@30,90c. London asks spot, £182; three months, £178 10s. Pig lead is firm at 5.50@0c. spot, New York.

Court Calendars This Day.

of last year

One subsidiary interest of the

tract for all they can make this year. for the fact that almost three-fourths of the

installation of handling apparatus.

on board, for Lake Erie ports for Old Range

pressure steam and hot water boiler makers

have been declined since the middle of the week. The central West is leading the week's

the last half of the year at present notices

September. Prices are firm and unchanged.

Continuously Good Demands for Pig Iron Hamburg-American. -Active Markets for Steel Products. The domestic pig iron markets exhibit Special Passenger Service. continuously good demands. As is usual at the beginning of the passing away of a luli

PLYMOUTH—CHERBOURG—HAMBURG.
Deutschland, Apr.23,7 AM Deutschland. May 31
Amerika. May 10, 6 AM Amerika. June 7
Bluecher, May 17, 130 PM Bluecher. June 14
Kaiserin A.V. May 24,4 PM Kaiserin A.V. June 21
Among special features of these salps: Grill room.
Ritz-Carlton Restaurant a la carte. Elevators.
Gymnasium, Palm Garden, Electric Baths, etc. in buying, consumers are jumping into the markets pellmell to place forward requirements. Consumption of pig iron continues at high record volume, and many consumers are asking for deliveries within a time which Twin Screw Passenger Servica.

OCEAN STEAMERS.

passenger accommodations.

Batavia April 28, 7-30 AM Oceania May 28
Patricla May 5, 2:30 PM Pennsylvania June 2
Pretoria May 12, 8 A M Batavia June 9
Waldersee. May 19, 3 PM Patricia June 16
Via Plymouth and Cherbourg. Mediterranean Service.

TO NAPLES AND GENOA.

P. Adalbert. May 81P. Oskar. July 17
P. Oskar. June 51MOlike. July 24
iMolike. June 121P. Adalbert Aug. 7
P. Adalbert. June 18 P. Oskar Aug. 25
Calls Gibraltar; has Grill Room and Gymnasium.

Summer Cruises to the Norwegian Fjords North Cape Spitzbergen, Iceland and European seaside resorts. Send for programme.

TRAVELLERS' CHECKS ISSUED BY THE COMPANY.

OFFICE, 37 BROADWAY, N. Y.
Phone. 1900 Rector. Plers Hobeken NORTH GERMAN LLOYD S. S. CO.

PLYMOUTH-CHERBOURG-BREMEN.
pnprinz. May 8, 6 AM Kronprinz. June 5, 5 AM
(ser. May 15, 10 AM Kalser. June 12, 10 AM
Vm. II. May 22,6 AM K. Wr. II. June 19, 5 AM
OELRICHS & CO., 5 Broadway, N. Y.

AMERICAN LINE From Plet

ATLANTIC TRANSPORT LINE

WHITE STAR LINE From Pler
EW YORK-QUEENSTOWN - LIVERPOOL
May 2, 10 A. M.; May 30, June
May 2, 2 B. M.; June 1, June

THE MEDITERRANEAH AZORES FROM NEW YORK: FROM NEW YORK: June 21, Aug. 4 May 10, 10 A. M.; June 21, Aug. 4

ROMANIC. Apr. 28, 120 P. M. June 5, July 7 CANOPIC. May 19, 8 A. M. June 30, Aug. 11 Passenger Offices, 9 Broadway. Preight Offices, Whitehall Bldg., Battery Place. form to a standard pattern the mills could not turn out the amount of work that will

FRENCH LINE Compagnie Generale Transatlantique Direct Line to Havre- Paris (France).

Salling every Thursday, 10 A. M.
from Pier 42. North River, foot Morton st.
*La Provence. May 31 La Savoie. May 24
*La Lorraine. May 10 *La Provence. May 31
*La Touraine. May 17 *La Lorraine. June 7
*Twin sorew steamers.
EXTRA DEPARTURES.
LA GASCOGNE. Sat. May 12, 3 P. M.

CUNARD LINE

TO LIVER POOL AND QUEENSIOWN mpania April 28, 9 A M. Lucania ... May, 12, 9 United States Steel Corporation estimates that its own requirements this year will con-sume 35,000,000 steel hoops for kegs and bar-GIBRALTAR GENOA NAPLES ADRIATIC dustries the recent advances in prices of wooden hoops have brought about a steady

growth in the consumption of steel hoops. In a number of fields for the use of steel-CANADIAN PACIFIC BAILWAY. for instance in the making of motor cars, typewriting machines and electrical ap-Intended Steamship Sailings from Vancouver for Japan, China and Philippine Islands. paratus-this season's demands upon makers of semi-manufactured steel are largely in ad-R. M. S. Athenian May 14 | Emp. of Japan...June 11 |
Emp. of India... May 21 | R. M. S. Tartar. June 28 |
Monteagle... June 4 | Emp. of China... July 2 |
For Fiji... Hawaiian Islands. Australia and New Zealand.
Maheno... May 25 | Miowera... June 22 |
For rates and information apply at 458 and 1 B'way and 281 Fifth Ave. vance of the business booked in the fore part

ANCHOR LINE

Glasgow via Londonderry
Purnessia. April 28, noon Ethiopia . . . May 12, noon.
Caledonia . . May 5, 3 PM Columbia May 19, 3 PM
Cabin \$50, 2d Cabin \$53, 3d Class \$27,50 and upwards,
according to accommodation and steamship.
For terms and information apply to
HENDERSON BROTHERS. 17-19 Broadway.

NEW YORK-ROTTERDAM, via BOULOGNE Sallings Wednesday as per salling list.

Holland-America Line, 39 B'way, N. Y. OLD DOMINION LINE For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News., Va., connecting for Petersburg, Richmond, Virginia Beach, Wash-ington, D. C., and entire South and West. Freight and passenger steamers sail from Pier 26, N. R., foot Beach St., every week day at 3 P. M. H. B. Walker, Vice-President and Traffic Manager.

30 TOURS TO EUROPE under superior management, exceptional advan-tages. Fall Tours Around the World: Annual Oriental Cruise Feb. 7th. '07, Str. Arabic. Pro-

FRANK C. CLARK. 96 B'WAY, NEW YORK.

E. S. HATCH REINSTATED And Right of Creditors to Levy on Stock

Exchange Seat Not Settled. E. Sanford Hatch, who was the Stock Exchange member of the firm of Hurlbutt, Exchange member of the firm of Hurlbutt. Hatch & Co., which failed August 1, 1904, was reinstated yesterday in membership in the Exchange. At the time of his failure Mr. Hatch's firm and their customers were bulls in a bear market and their failure was largely due to depreciation in the value of the securities the firm held. Appreciation in the value of the securities the firm held. Appreciation in the last two years was the principal agency in Mr. Hatch's reinstatement.

Mr. Hatch's case was notable also because of the attempt of outside creditors to force him to realize upon his membership in the Stock Exchange. These creditors filed a petition in bankruptcy against him and secured an order from the court compelling him to transfer his seat. From this order an appeal was taken, with the result that the order of the lower court was sustained. Mr. Hatch then took the case to the court of last resort.

Before a decision was rendered in the highest court Mr. Hatch effected a settlement. Securities that in the beginning would have permitted him to settle on a basis of not more than 40 per cent. As a result the bankruptcy proceeding was discontinued, so that a final decision on the power of the courts to compel the sale of a Stock Exchange seat for the benefit of general creditors has not yet been made. No seat has ever been transferred by court order. Hatch & Co., which failed August 1, 1904.

CON. GAS A 4 PER CENT. STOCK. Dividend Cut in Two Under the 80 Cent

Gas Law. Consolidated Gas stock, which has paid dividends of 8 per cent. or more since 1901, was put on a 4 per cent. basis yesterday.
The directors declared a quarterly dividend of 1 per cent. and one of them said
that future dividends would be at that

that future dividends would be at that rate.

The 4 per cent. rate compares with 8½ per cent. paid in 1905 and 1904. 8 per cent. from 1903 to 1901, 6 per cent. in 1900, 5½ per cent. in 1899, 8 per cent. from 1898 to 1894, 7 per cent. in 1893 and 6 per cent. in 1892. The stock yesterday opened at 133½, broke to 131 and rallied to 133½, a gain of ½ over Wednesday's closing.

The company intends to test the constitutionality of the 80 cent gas law. Many stockholders, recalling the time of the reduction of dividends on the passage of the dollar gas bill and the subsequent recovery of the stock, were inclined to believe yesterday that increased consumption under the 80 cent price would compensate the Court of Appeals Calendar.

ALBANT. April 26.—Court of Appeals calendar or to morrow Nos. 90 and 514, old calendar.

Is The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given
below for Twenty-third Street Station.

*7.55 A. M. CHICAGO SPECIAL.

*10.55 A. M. ST. LOUIS LIMITED. For Cincinusit and St. LOUIS.

*10.55 A. M. THE PENNSYLVANIA LIMITED

*10.55 A. M. THE PENNSYLVANIA LIMITED

*1.55 P. M. CHICAGO, CINCINNATI AND ST.
LOUIS EXPRESS.

*3.55 P. M. PENNSYLVANIA SPECIAL.

*2 hours to Chicago.

*4.55 P. M. CHICAGO LIMITED.

*5.55 P. M. PENNSYLVANIA SPECIAL.

*2 hours to Chicago.

*4.56 P. M. CHICAGO LIMITED.

*5.55 P. M. PACIFIC EXPRESS.

*6.25 P. M. ST. LOUIS & CINCINNATI EXP.

7.55 P. M. PACIFIC EXPRESS.

*8.25 P. M. CLEVELAND AND CINCINNATI

EXPRESS.

*9.55 P. M. PITTSBURG SPECIAL.

*7.55, \$25, *0.25, *9.55, *10.55 A. M., 12.25, *12.55, 2.10

(*3.25 "Congressional Limited") *3.25, *4.25, *4.55, *0.25, *0.25, *10.55 a. m., 12.25, *12.55 (*3.25 "Congressional Limited"), *3.25 "Congressional Limited", *3.25 "Congressional Limited", *3.25 "Congressional Limited", *3.25 "Congressional Limited", *3.25, *25, *25, *25, *3.55, *25, *25, *25, *3.55, *3.55, *25, *3.5

night. SOUTHERN RAILWAY. -*3.25. *4.26 p. m.. 12.10 ATLANTIC COAST LINE -- 9.25 a. m. and 9.25

p. m., dally. SLABOARD AIR LINE -- 12.25 p. m. and 12.10 a. m. NORFOLK AND WESTERN RAILWAY .- 3.25 p. m., daily.

CHESAPEARE & OHIO RAILWAY.—*7.55 s. m. week days and *4.55 p. m. daily.

FOR OLD POINT COMFORT and NORPOLK.—
*7.55 s. m. week days and \$.55 p. m. daily.

ATLANTIC CITY.—9.51 s. m. and 2.55 p. m. week days. Sundays. *7.55 s. m.

CAPE MAY.—12.55 b. m. week days.

BROWN'S MILLS-IN-THE-PINES.—9.55 s. m. week days.

CAPE MAY.—12.83 b. m. week days.
BROWN'S MILLS-IN-THE-PINES.—9.85 a. m. week days.
LONG BRANCH. ASBURY PARK (Ocean Grove) (North Asbury Park Sundays) and Point Pleasant. 8.55 a. m., 12.22, 3.25 p. m. and 12.10 night week days. Sundays 9.25 p. m. and 4.55 p. m. POIR PHILA DELPHIA.
6.05, *7.25, *7.55, 8.25, 8.55, *9.25, 9.55, *10.55 *10.55 a. m., 12.25, *12.55, *1.55, 2.10, 2.55, *3.25, *10.55 a. m., 12.25, *12.55, *1.55, 2.10, 2.55, *3.25, 3.55, 4.25, *4.25, *4.25, *4.25, *4.25, *5.55, *5.55, \$2.55, \$3.25, \$10.55, *6.25, 6.55, 7.55, 8.25, \$3.55, \$4.25, *6.25, \$3.55, *4.25, *6.25, \$3.55, *4.25, *6.25, \$3.55, *4.25, *6.25, \$3.55, *6.25, \$3.55, *6.25, \$3.55, *6.25, \$3.55, *6.25, \$3.55, *6.25, \$3.55, \$4.25, *6.25, \$3.55, \$3.55, \$4.25, *6.25, \$3.55, \$4.25, *6.25, \$3.55, \$4.25, *6.25, \$3.55, \$4.25, *6.25, \$3.55, \$4.25, *6.25, \$3.55, \$4.25, *6.25, \$3.55, \$4.25, *6.25, \$3.55, \$4.25, *6.25, \$3.55, \$4.25, *6.25, \$3.55, \$4.25, *6.25, \$3.55, \$4.25, *6.25, \$4.25, \$4.25, *6.25, \$4.25, *6.25, \$4.25, *6.25, \$4.2

JERSEY CENTRAL

STATIONS West 23d St. N. R.
Time shown below is from Liberty St. N. R.
Time shown below is from Liberty St. West
23d St. leaves 10 minutes earlier, except as noted 23d St. leaves 16 minutes earlier, except as noted by designating masks:
EASTON, BETHLEMEM, ALLENTOWN AND MAUCH CHUNK-7400 77.15 Easton, 9.10 A. M., 120, 4.49, 5.00 (b5.45 Easton only) P. M. Sundoys 24.30 A. M., 1.00, 5.00 and 6.00 P. M. WILKEBHARRE AND SCRANTON-9.10 A. M., 1.20, 5.00 P. M. Sundays, 24.30 A. M., 5.00 P. M. LAKEWOOD, LAIKEHURST, TOMS RIVER AND BARNEGAT—24.00, 9.40 A. M., 1.30, a5.00, x6.08 (Lakewood and Lakehurst, 13.40, c4.15) P. M. Sundays, 8.39 A. M. (9.40 Lakewood and Lakehurst, 16.40, c4.15) P. M. Sundays, 8.39 A. M. (9.40 Lakewood and Lakehurst) Sundays, 8.39 A. M. (9.40 Lakewood and Lawy hurst).

ATLANTIC CITY—9.40 A. M., kt3.40 P. M.

LONG BRANCH, ASBURY PARK, OCEAN GROVE, POINT FLEASANT AND SEASHORE POINTS—24.00, 8.30, 11.30 A. M., xt.20, gt.45, 5.30, 6.30, 112.01.

Sundays, except Ocean Grove, 4.00, 9.00 A. M., 4.00, 8.30 P. M. Sundays, except Ocean Grove, 4.00, 2.5.50, 8.30 H. A. LANTIC HLDS, SEABRIGHT, MONMOUTH BCH, EAST LONG BRANCH—24.00, 25.50, 8.30 H. 30, 4.00, 4.00, 5.30, 6.30 P. M. Sundays, 9.00 A. M., 4.00 P. M.

PHILADELPHIA—24.80, m7.00, m8.00, 9.00, m*10.00, 11.00 A. M., m*12.00, m10.00, 12.00, *3.00, *4.00, m*5.00, m*6.00, *7.00, 18.00, *9.00, 11.00, 0.00, m*10.00, 11.10 A. M., m*12.90, m10.00, 12.00, *3.00, *4.00, m*5.00, m*6.00, *7.00, 18.00, *9.00, 11.00, 0.00, m*10.00, 11.10 M. 1*12.15 md.

BALTIMORE AND WASHINGTON—8.00, m*10.00, *12.00, m*2.00, mt*4.00, *6.00, *7.00, *112.15.

READING, HARRISBURG, POTTSVILLE AND WILLIAMSPORT—124.00, z4.30, *18.00, ||0.10.010, 0.010, 1.00.0 A. M. Reading only; \$11.00 ||1.20, *12.00 P. M. Reading Pottsville, Harrisburg only, *14.00, *5.00. 11.00 A. M., Reading only), \$11.00 \(\frac{1}{2}\), \$12.00 P. M. Beading Pottsville, Harrisburg only, \$4.00, \(\frac{1}{2}\), \$0.00 \$7.00 P. M. Pally except Sunday. \$5undays, tParor cars only. \$12 Tamaqua aExcept Saturdays. In the car. xSaturdays only. 2From Liberty \$1.00 pt.

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